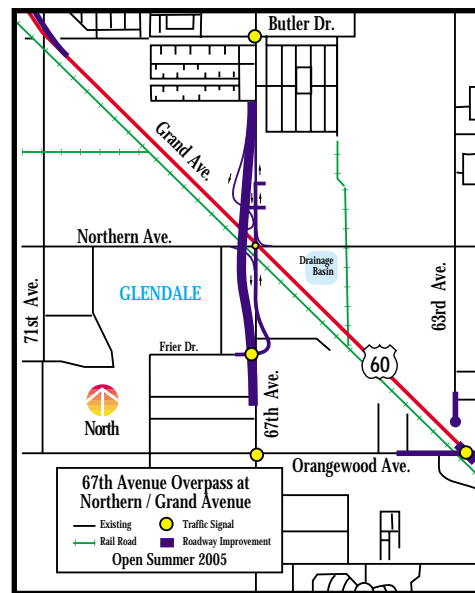




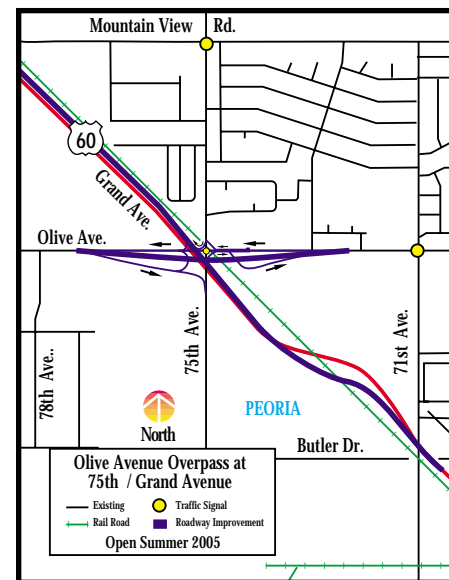
### Glendale and Maryland:

Six lanes of Grand Avenue will pass under the 59th/Glendale intersection. Downtown access will be provided at each end of the new underpass. Land acquisitions will be required on the northeast side of Grand. Streets intersecting Grand may end in cul-de-sacs, or be connected to adjacent streets. Extensive drainage systems will be needed for the underpass. Underground utilities along Grand and around the 59th/Glendale intersection also must be relocated, along with overhead electrical services. Special shoring construction techniques will be needed to avoid impacts to a historical building. Grand, 59th, and Glendale avenues will be closed for extended periods of time. A plan for rerouting traffic during construction will be developed.

A bridge at Maryland will carry traffic over the railroad, Grand and 55th, with one lane in each direction plus sidewalks. 55th Avenue will connect to one-way frontage roads on each side of Maryland and its intersection with Grand will be eliminated. A drainage basin is planned in the area. An overhead power line may have to be adjusted.



**67th Avenue:** A bridge will carry 67th Avenue over the railroad, Grand and Northern providing two lanes in each direction plus sidewalks. The Grand/Northern intersection will have four legs and, perhaps, a fifth leg to accommodate southbound left turns. The general alignment swings the 67th Avenue overpass to the west requiring land acquisition and the relocation of adjacent businesses. Traffic circulation and property access generally will be provided via frontage roads. Overhead power lines will be impacted. An adjacent retention basin is under construction.



**Olive:** A bridge will carry Olive Avenue over the railroad, Grand and 75th providing two lanes in each direction plus sidewalks. The four-legged Grand/75th intersection will be skewed at 45-degrees. The general alignment swings the Olive overpass to the south requiring land acquisition. One-way frontage roads on each side of the overpass will provide property access and local traffic circulation. A new northwest-bound roadway for Grand Avenue between 71st Avenue and 75th Avenue will allow removal of the existing railroad underpass. Grand will be six lanes from 75th Avenue to Monroe Street. Drainage is a major issue, and overhead power lines will be impacted.



# ARIZONA DEPARTMENT OF TRANSPORTATION



## GRAND AVENUE CORRIDOR

STATUS REPORT

MARCH 2000



Over \$176 million has been programmed through 2006 to ease traffic congestion on Grand Avenue by eliminating seven of its troublesome six-legged intersections and providing a new link between Grand and Loop 101 Agua Fria Freeway.

The Arizona Department of Transportation is initiating final design for four new intersections this spring. Design will be finished in mid-2001 and construction will begin at the Thomas Road/27th Avenue / Grand intersection and at a new Loop 101 connection by the end of 2001.

Phased construction of the remaining six sites will occur by the end of 2006. Public involvement will be sought throughout the duration of the final design efforts.

Grand Ave. at Thomas Rd. looking northwest



### FOR MORE INFORMATION

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## MAJOR INVESTMENT STUDY DEFINES MODERNIZATION

Grand Avenue modernization has created challenges for decades. Its diagonal orientation creates many six-legged intersections in both Phoenix and Glendale. These complex intersections coupled with trains operating parallel to the corridor can create long delays and traffic safety concerns.

Studies were conducted during the 1980's that resulted in a planned freeway in the Grand Avenue corridor. Funding limitations and ever evolving regional construction priorities caused abandonment of freeway development plans in 1994. In 1997, the Maricopa Association of Governments initiated a Corridor Study to determine what improvements could be made in the 26-mile corridor from downtown Phoenix to Surprise. The study concluded that improvements be implemented on a 12-mile section between Interstate 17 and Loop 101, and recommended that bridges be built to eliminate six-legged intersections.

ADOT launched a Major Investment Study in 1998 to take these findings and develop a plan of action. The MIS was completed in 1999 and it identified eight locations for improvements, including four new bridges for streets to go over the railroad and Grand Avenue, and three locations for Grand Avenue to go over or

under major cross streets. In addition, it recommended ramp bridges be built at 91st Avenue to link Grand with the Loop 101 Agua Fria Freeway. Priority rankings were:

- ☐ Grand Ave. over 27th/Thomas
- ☐ 91st Ave. ramps linked to Loop 101
- ☐ 51st Ave. over Bethany Home/Grand/Railroad
- ☐ Grand Ave. over 43rd/Camelback
- ☐ Maryland Ave. over 55th/Grand/Railroad
- ☐ Olive Ave. over 75th/Grand/Railroad
- ☐ 67th Ave. over Northern/Grand/Railroad
- ☐ Grand Ave. under 59th/Glendale

Design Concept Reports and Environmental Assessments for the Grand overpasses at 27th/Thomas and 43rd/Camelback are being completed. Final design for these locations, and for the overpass at 51st Avenue and the 91st Avenue ramps at Loop 101 begins this spring. This work will be done in mid-2001.

Construction is programmed to begin at 27th/Thomas and at 91st/Loop 101 by winter 2001. Construction at 43rd/Camelback and at 51st/Bethany Home will begin in 2003, while the remaining four projects are scheduled to begin in either 2003 or 2004.





# GRAND AVENUE PRIORITY DESIGN



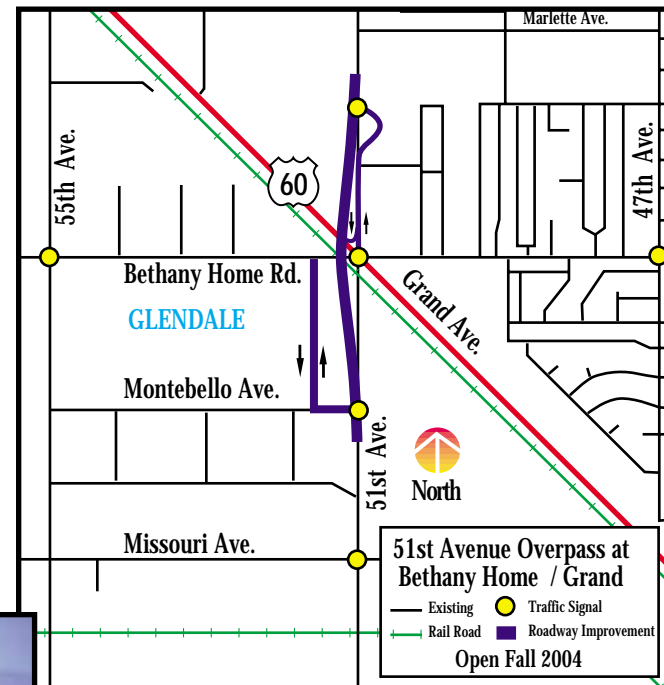
43rd Ave. & Camelback

## 43RD AVENUE AND CAMELBACK ROAD

A bridge will carry Grand Avenue traffic over 43rd Avenue and Camelback Road. The new Grand Avenue will be offset to the east, allowing existing Grand to remain open during construction.

The intersection layout includes new ramps and traffic signals to provide access to and from Grand Avenue. They are located on Camelback Road east of 43rd Avenue, and on 43rd Avenue north of Camelback. The ramp intersections were located away from existing streets to minimize traffic impacts to neighborhoods and schools. Camelback Road and 43rd Avenue will become a four-legged intersection that will greatly reduce travel delays.

The engineering schedule is aggressive. The new Grand Avenue bridge and associated street improvements, coordination with all major urban utility companies, plus floodplain issues are all to be completed by summer 2001.



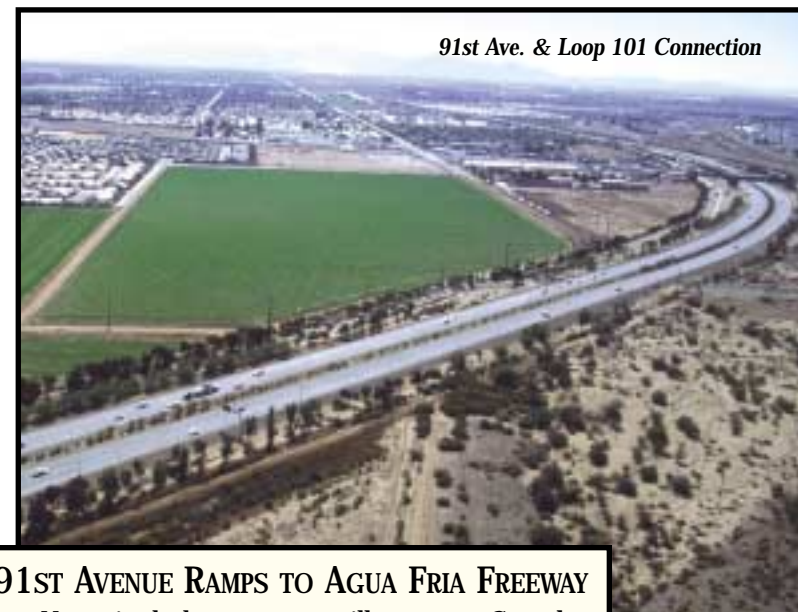
51st Ave. & Bethany Home

## 51ST AVENUE AND BETHANY HOME ROAD

A bridge will carry 51st Avenue traffic over a four-legged Grand Avenue/Bethany Home Road intersection, and the railroad. The intersection layout will provide improved north-south access between downtown Glendale and west Phoenix.

This project is approximately 3,200 feet long and extends from Montebello Avenue to just south of Marlette Avenue. The bridge alignment is offset to the west of the existing intersection to shorten bridge spans, and it allows 51st Avenue to remain open during construction. Two lanes in each direction will be provided on 51st Avenue.

An Environmental Assessment will be performed as part of the project. Issues to be resolved include local traffic circulation, location of bicycle lanes, air and noise impacts, and the median design for the bridge. Design completion is scheduled for summer 2001.

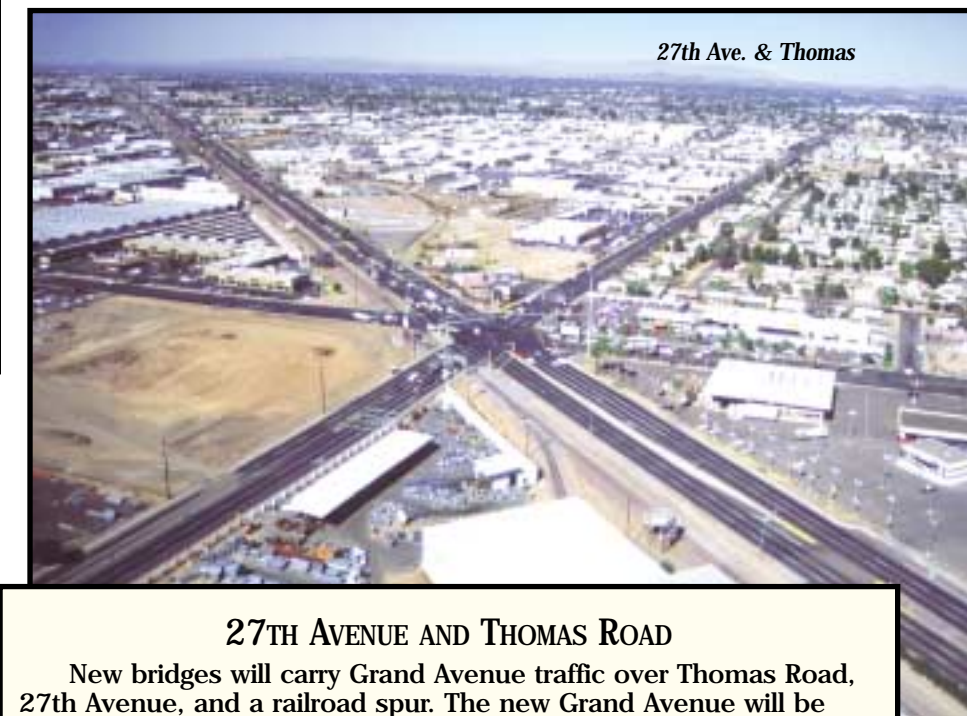
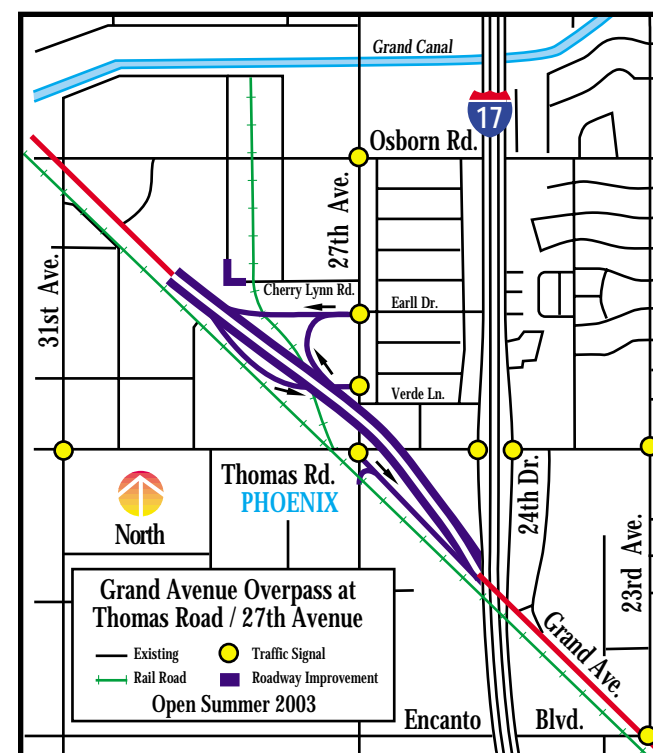
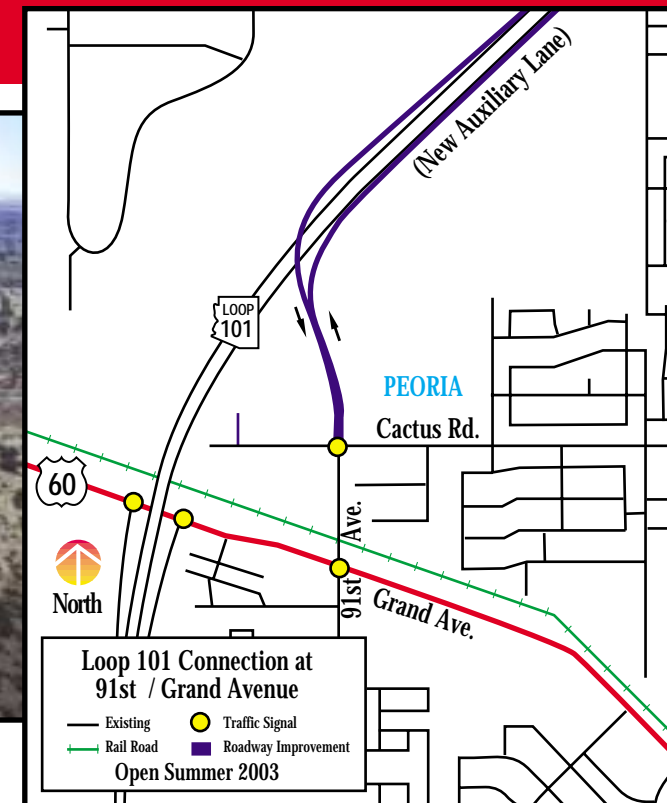


91st Ave. & Loop 101 Connection

## 91ST AVENUE RAMPS TO AGUA FRIA FREEWAY

New single lane ramps will connect Grand Avenue to the Agua Fria Freeway via 91st Avenue. Southbound freeway traffic destined for Grand will use a ramp bridge over freeway lanes to link with 91st Avenue and then proceed to Grand. Grand Avenue traffic wishing to connect to northbound freeway lanes will use 91st Avenue as an entrance.

An Environmental Assessment will be performed as part of the project, providing current studies for both air quality and noise impacts which will be presented to the public prior to completion of final design. Issues to be resolved include maintaining access to existing businesses and other private properties. Design completion is scheduled for summer 2001.



27th Ave. & Thomas

## 27TH AVENUE AND THOMAS ROAD

New bridges will carry Grand Avenue traffic over Thomas Road, 27th Avenue, and a railroad spur. The new Grand Avenue will be offset to the east.

The intersection layout includes new ramps and traffic signals to provide access to and from Grand Avenue. Ramps that will be provided include a direct southeast bound entrance to Grand from the 27th Avenue/Thomas Road intersection; a direct southeast bound exit from Grand to 27th Avenue passing under Grand; and a northwest bound exit from Grand to 27th Avenue. A northwest bound 27th Avenue entrance to Grand will be provided.

The engineering schedule is aggressive. Design for new Grand Avenue bridges and associated street improvements will be completed by summer 2001. Drainage and potential impacts to existing utilities are major issues to be resolved.